

# YOU CAN

With ease and exactness and at once

## Play Any Piece of Music

That you may desire if you have a

## Pianola Piano

in your home. Free catalog awaits you.

## Walter D. Moses & Co.

103 E. Broad St.

Oldest Music House in Va. and N. C.

### Summary of Operations of the Building Inspector's Office

FROM JANUARY 1 TO JANUARY 31, 1912.

Number of permits issued in January for new work	30
Number of permits issued in January for alterations and repairs	29
Total number of permits issued in January	59
Estimated cost of new improvements in January	\$253,722.00
Estimated cost of alterations and repairs in January	13,085.00
Total cost of work authorized in January	\$266,807.00
Average value of permit for new work in January	\$8,457.33
Average value of permit for alterations and repairs in January	451.31
Average value of total permits issued in January	3,932.29

NEW STRUCTURES, 1912.

No. of Bldgs.	Amount.
Brick dwellings	\$175,375.00
Frame dwellings	12,577.00
Manufactories	31,650.00
Brick stores	26,000.00
Frame stores	550.00
Private stables	570.00
Private garages	500.00
	\$253,722.00

ALTERATIONS AND REPAIRS, 1912.

No. of Bldgs.	Amount.
Brick dwellings	\$2,025.00
Frame dwellings	2,558.00
Manufactories	2,650.00
Brick stores	5,935.00
Private stables	100.00
	\$13,085.00

Total number of examinations and reports, 101.  
Decrease in new work for the month of January, 1912, as compared with the month of January, 1911, amounts to \$169,978; decrease in alteration and repair work for the month of January, 1912, as compared with the month of January, 1911, amounts to \$2,800, making a total decrease for the month of January, 1912, as compared with the month of January, 1911, of \$172,778.

## CROWD ENJOYS SPARRING CARD

Large Audience Attends Meeting of Richmond Athletic Club. Many Surprises Sprung.

The largest crowd since the organization of the Richmond Athletic Club journeyed to the club rooms at Fourth and Broad streets last night to witness the card arranged for the month-end meet of the organization. Not a single seat was vacant. The card was a real present was disappointed. The card was just as good as they were prophesied to be. In fact, some of the bouts clearly exceeded in splendor what the average member expected. Some few things happened which were not scheduled. Upon special invitation a number of the members of the Legislature were in an appearance, and from the talk heard after it was all over, agreed that there could be nothing wrong in allowing young America to learn the art of taking care of itself.

Jack Lew and Kid Mann, who were pitted against each other at a previous meeting of the club, furnished the surprise of the evening, though this four-round set was not programmed as the feature event. Mann quit at the previous session after two rounds had been fought. He stated then, for the benefit of his followers, that he was suffering from a physical ailment. Last night he had an opportunity to prove that he was the master of his opponent. He didn't. It was a mighty exhibition from the spectators' viewpoint. But for Mann it was a rather distressing. Lew put it all over his adversary. There never was a minute of the two short rounds during which Lew was not only the aggressor, but the fellow who landed the punches which counted.

The feature event, a six-round sparring match between Otto Krause, of New York, and Jip Morgan, a local product, gave everybody present an opportunity to witness some scientific work on the part of both boys.

Though a decision is impossible under the rules of the club, Krause had the better of the argument in every round, except probably the fifth, when a series of vicious exchanges between close quarters sent both boys to their corners tired. They came back in the last round and did some real fighting. Morgan has a fast shift, something nearly like the Ketchel variety, but the New York lad met his advances and landed with greater frequency. Krause stated after the bout that he had injured his left hand early in the first round, which prevented its further use. Kid Dance and Sam Jackson, two dusky walters, amused everybody for four rounds. They tried to spar, but

neither knew how. Still it was enjoyable. Kid Yanger and Mike Berman went three fast rounds, with considerable applause at the finish. Paul Vallis proved beyond the peradventure of a doubt that he can't wrestle with Young Casselman. He was thrown twice in less than five minutes, and quit the mat before the ten-minute exhibition was over.

The fun, the real fun, happened at the close, when two duckies, all well proportioned, engaged in a battle royal. Four of the ebullient brigade happened from the ward formerly called Jackson. One individual, blacker than the rest, and bigger, announced his residence as Fulton. A compact was formed. The five from darkertown's

elite decided to annihilate the gent from Plebian Fulton. However, the minority member offered objections, and so much weight was attached to his argument and with so much force did he offer his various points that he finished last in the ring and accepted the plaudits and the dimes and nickels of the audience.

The next meeting of the club will be held Friday night, February 2. Jack Mahoney, from Washington, a lightweight who hopes for a future, will meet Young Sailor. Young Sailor also wants to meet Young Riley, of Baltimore, who issued a challenge to him some time ago. The next meet will probably be an improvement over any held.

## News of South Richmond

South Richmond Bureau.  
The Times-Dispatch,  
109 Hill Street.

Examinations of the witnesses in rebuttal in the \$500 suit of W. L. Stagg, against the South Atlantic Life Insurance Company, being heard in the Hustings Court, Part 2, was finished before noon yesterday.

James L. Shelton, attorney for the plaintiff, opened the rebuttal evidence by calling the jury to the witness stand until a clock, when Judge Wells, after consulting the jury, adjourned court until this morning, E. B. Williams for the defense will open today's session, and will be followed by Mr. Shelton. The case is thought to be a close one.

Two chambers deals of bargain and sale were submitted yesterday in record by Walter E. DuVal in Hustings Court, Part 2. Lawrence W. Peel, special commissioner, negotiated both of the sales. By the first deed W. S. Hatfield for a consideration of \$100 acquired a piece of property on the Petersburg Turnpike between Decatur and Stockton streets. This land was involved in the suit of W. L. Spottswood against J. H. Dinan. It has a frontage of 110 feet and a depth of eighty feet.

A piece of property on the Petersburg Turnpike, which was in controversy in the recent suit of H. H. Beattie against Paul D. Beattie and others, was purchased by Douglas Beattie, the consideration being placed at \$100. The property fronts 39 feet on the turnpike between Everett and Maury streets.

Petition Circulated.  
W. B. Davis, representing a committee of Chesterfield citizens, was yesterday canvassing south Richmond with a petition demanding that a legislative investigation be made into the affairs of the State Board of Public Instruction. The petition, which is the middle which has enveloped the affairs of the county school funds. Several weeks ago the committee called upon the board of education, and the Legislature with this same demand, but apparently met with no success. The paper which was circulated yesterday contained the names of many of the prominent men not only in South Richmond, but in the county.

Recalling Probation Corps.  
Judging from the experience of South Richmond will before many weeks have the latest battalion of probationers, under the command of Probation Officer Polk, in the city. Two new recruits were mustered yesterday when Justice H. A. Maurice, of Police Court, Part 2, put two offenders, William Gibson and J. J. Mann, charged

with being drunk and disorderly, under the white flag for twelve months. The police of the Southside claim that they still have an abundance of raw material, and that the ranks will swell to a goodly number shortly unless some of the citizens of the leisure class do not get off the streets.

A candidate for the position of high private in the rear rank, in the person of J. A. Llewellyn, was received, via the auto, at the Third Police Station last night. Llewellyn is charged with cursing, abusing, and was arrested on a warrant sworn out by J. M. Maney.

While Jeffrey, colored, who was arrested for attempting to beat a heard bill, was dismissed yesterday morning.

All Licenses Granted.  
The three remaining liquor licenses for the Southside were granted yesterday by Judge E. H. Wells in the Hustings Court, Part 2. C. M. Powell, M. J. Johnson and J. W. Moore qualified and completed the list of twenty-one who are entitled to sell alcoholic liquors on the Southside for the ensuing year.

New Bank Building Possible.  
Rumors to the effect that the Mechanics' and Merchants' Bank of South Richmond will soon begin work on their new building, to be located at the corner of Twelfth and Hill streets, gained color yesterday when an officer of the bank, in company with a stranger, said to be an architect, were observed carefully inspecting the site. The building now standing on the site. This piece of property, which is on the most desirable corner of the Southside, was acquired several years ago for the purpose of eventually putting up a suitable banking house. The occupants of the building are subject to an order to move at any minute.

Church Officers to Meet.  
An important meeting of the officers of the Baptist Street Baptist Church will be held at the church to-night. Plans for the prospective year's work will be discussed in connection with other important church affairs. A good attendance is earnestly requested.

Personal Mention.  
General C. C. Watts, of Charleston, W. Va., spent yesterday at the guest of W. J. Carter.

E. H. Hoge at Hospital.  
Edmund H. Hoge, of 370 Park Avenue, was operated on yesterday afternoon at St. Luke's Hospital for appendicitis. He is reported as doing well.

"THE HOME FOR SAVINGS."

## It is Easier to Make Money

Than to keep it, but it's that which we save that counts the most.

Begin now saving a part of your earnings and you will be surprised how quickly it grows.

Interest at 3 per cent. per annum allowed on savings accounts.

## The Central National Bank

307 EAST BROAD STREET.

## NEW MARKET TO COST \$50,000

To Take Steps to Defeat Throckmorton Bill Against Country Cart Taxes.

Plans for rebuilding the First Market, prepared by Architects Cannon and Johnston, were approved by the Council Committee on Markets last night, and Chairman Don Leavy laid them later before the Finance Committee, urging that an appropriation of \$50,000 for the new buildings be included in the annual appropriation ordinance. The architects have designed two buildings in line with modern market construction, the more pretentious being the meat house, standing at Main and Seventeenth streets, the estimate for which is \$35,000, in the rear of which is to be a new vegetable market, approximately on its present site, the estimate for this building being \$17,000.

It was represented that the present buildings are antiquated and unsuitable to a disreputable degree, and that unless rebuilt entirely, the city must face large expenditures for repairs, which can in their nature be only temporary.

For maintenance of the two markets for the year the committee asked of the Finance Committee last night: For payroll account First Market, \$2,500; for expenses including temporary shelter for vegetable stalls pending rebuilding, \$2,875; Second Market, \$2,000; expenses, \$2,000.

The committee adopted a resolution directing Cashier Morgan H. Mills, chairman of the city's Committee on Legislation, and City Attorney Pollard to appear before the proper committees of the General Assembly to resist the passage of a bill introduced by Delegate Throckmorton, of Henrico, which aims to prevent the city from collecting a special sanitary tax against country carts selling produce and flowers along the curbs outside of but near to the city markets. The custom has prevailed for some time past of assigning positions to carts coming in from the country at convenient points near the market, no merchants' license being charged against those farmers who were selling their own produce, but the clerk of the market has been instructed to collect a sanitary fee of 10 cents per day from each cart, intended to cover a portion of the cost of cleaning the market and adjoining streets daily. The Throckmorton bill is designed to prevent the imposition of this sanitary tax on such hucksters as are selling their own produce.

## MEXICO FACING ANOTHER REVOLT

El Paso, Tex., February 1.—Shortly after midnight an Italian surgeon holding a commission in the Mexican army, who arrived in El Paso from Juarez, said he had counted fifteen dead, including two Americans—a man and a boy, who were shot. The boy was lying in the street. He had been shot through the breast. Most of the dead, he said, were near the custom house.

El Paso, Texas, January 31.—The garrison at Ciudad Juarez revolted to-night against the Mexican government, according to Mexican officials. The revolt is said to have been caused by the reported resignation of General Pascual Orozco. Promiscuous firing occurred in the streets, and cries of "viva Zapata" were heard.

## WEEPING IN ONE ANOTHER'S BOSOM

(Continued from first page.)

He is, I am convinced, regretful that the proposal of his nomination is coming up as an imperative demand of the people—a demand which he may not in patriotism find it possible to disregard.

## RIXEY ORDERED TO ASYLUM AT MARION

[Special to The Times-Dispatch.]  
Alexandria, Va., January 31.—C. Jones Rixey, head of the defunct Virginia Safe Deposit and Trust Corporation, will have to spend the rest of his days in the asylum for the criminal insane at Marion, according to a decision announced this afternoon by Judge L. C. Barley in the Corporation Court. This decision will be entered in the Corporation Court to-morrow morning. Judge Barley afterward telephoned to Staunton that it would not be necessary to bring Rixey to Alexandria to-morrow.

Several days ago arguments were heard in the Corporation Court on the transfer of the indicted banker to Marion, and the move was resisted by his attorneys. Judge Barley this afternoon informed Attorney John L. Jeffries, Rixey's leading counsel, of his decision. Rixey will, it is said, be at once sent to Marion.

Rixey escaped trial here to the in-

dietments enraging him with embitterment by being declared insane by a commission of alienists. Afterward he was sent to the asylum at Staunton, where he is now. Rixey has greatly improved since he has been at Staunton, and, according to the testimony given recently by Dr. De Jarnette, Rixey has gained about fifteen pounds since he has been at Staunton.

## Attention, Voters

Pursuant to call of the Republican National and State Committees, the Republican Third Congressional District Committee met in the city of Richmond, Va., on January 20, 1912, and fixed February 19, 1912, at 12 o'clock noon, in the city of Richmond, Va., as the time and place for holding the Third Congressional District Convention. County and city chairmen will please take notice.

C. RIDGWAY MOORE, District Chairman.

C. B. Cary, District Secretary.

## Maison Francaise

411 1/2 N. Eighth St., Richmond, Va.  
Louis Chevalier, Prop.,  
(Late Chef Palace Hotel, San Francisco,  
and Chef Metropolitan Club,  
Washington, D. C.)

## Catering and Preparing for Private Dinners a Specialty

French Table d'Hôte Dinner daily,  
\$2.50 to 9 P. M., 75c.  
Lunch daily, 11:30 A. M. to 5 P. M., 50c.

Meals also served a la carte.

For private dinners, etc., cooks will be furnished at residences if desired.

Elegant rooms—newly furnished.

Phone Madison 1038.

## Eye-Glasses AND Spectacles

As we adjust them are correct, neat, comfortable and substantial. Lowest charges in all cases. Prescription work our specialty, with complete manufacturing plant on the premises.

The S. GALESKI Optical Co.

MAIN AND BROAD AND EIGHTH AND THIRD

Kodak Headquarters

OFFICE OF THE CITY CLERK,

CITY HALL, RICHMOND, VA.

January 24, 1912.

TO WHOM IT MAY CONCERN:

WHEREAS The Virginia Railway and Power Company, successor and assignee of the Richmond Passenger and Power Company, has made application to the Council of the City of Richmond, requesting an amendment of the franchise granted to the Richmond Passenger and Power Company by the ordinance approved December 23, 1899, entitled, "An Ordinance to authorize the construction and operation of a Street Railway within the limits of the City of Richmond by the Richmond Passenger and Power Company," that releases the said Virginia Railway and Power Company, assignee of the Richmond Passenger and Power Company, from the performance of certain duties required by the said ordinance of December 23, 1899, and that authorizes an increase of charges to be made by said assignee for the use by the public of the benefits of said franchise; and—

WHEREAS A joint resolution of the Council of the City of Richmond, approved January 24, 1912, has directed that ten (10) days' notice be given by the City Clerk of said proposed amendment;

NOTICE IS HEREBY GIVEN that the said application has been made and filed as required by law, and notice is further given that the said proposed amendment is in the words and figures following:

ment; NOW, THEREFORE;

NOTICE IS HEREBY GIVEN that the said application has been made and filed as required by law, and notice is further given that the said proposed amendment is in the words and figures following:

A.

AN ORDINANCE.  
To amend and re-order section 8 of an ordinance approved December 23, 1899, entitled, "An Ordinance to authorize the construction and operation of a street railway within the limits of the City of Richmond by the Richmond Passenger and Power Company," so as to permit the sale of the Seven Pines line on certain conditions affecting the rate of fare on and the right to transfer to and from said Seven Pines line.

Be it ordained by the Council of the City of Richmond—

1. That section 8 of an ordinance approved December 23, 1899, entitled, "An Ordinance to authorize the construction and operation of a street railway within the limits of the City of Richmond by the Richmond Passenger and Power Company," be amended and re-ordered so as to read as follows, to-wit:

8. All the rights and privileges hereby granted to the Richmond Passenger and Power Company, with the consent of the City Council, and exercised by any successor, or successors, assignee, or assignees of said Richmond Passenger and Power Company, but such successor, or successors, shall be subject to the obligations and penalties hereinafter set forth, and shall be subject to the same as the Richmond Passenger and Power Company, provided, however, that consent is hereby granted to the Virginia Railway and Power Company, successor of the Richmond Passenger and Power Company, to sell, transfer and assign to the Richmond, Urbanna and Peninsula Railway Company, that portion of its street railway system known as the Seven Pines line, which extends from Twenty-ninth and "P" streets, in the city of Richmond, to Stevens Avenue, in the county of Henrico, together with the right to operate and maintain the same within the present, or any future limits of the city of Richmond, so far as it may be within such limits, and all general ordinances of the city now existing, hereafter adopted, relating to and regulating street railways, and subject also to the terms and conditions of the said ordinance, approved December 23, 1899, and to the following terms and conditions, so far as they are in conflict therewith, and amendatory thereof:

8-A. When and as soon as the said Virginia Railway and Power Company and the said Richmond, Urbanna and Peninsula Railway Company shall have entered into an agreement, summarizing the transfer of the said Seven Pines line, and a copy thereof has been filed with the clerk of the Council of the city of Richmond, and the Virginia Railway and Power Company, successor of the Richmond Passenger and Power Company, and the said Richmond, Urbanna and Peninsula Railway Company, shall each have filed in writing with the clerk of the Council of the city of Richmond an acceptance of the provisions of this ordinance, then the said Virginia Railway and Power Company shall thereupon be forever relieved and released, except as hereinafter provided, of and from all the obligations, terms, conditions and provisions of the ordinance approved December 23, 1899, granting the franchise to the Richmond Passenger and Power Company, so far as the same applies to that portion of the said Seven Pines line lying beyond the present corporate limits of the city of Richmond.

8-B. The consent hereby given to the aforesaid sale, transfer and assignment is given on condition that the same shall be made subject to the condition, that if the said Richmond, Urbanna and Peninsula Railway Company shall fail to survey the proposed railroad from Richmond to Urbanna within sixty days after the approval of this ordinance, or if it shall fail to begin the work of construction of the said railroad within ninety days after the approval of this ordinance, or fail to continue the said work to and across the Pamunkey River to the reasonable satisfaction of the City Engineer, or if the said Richmond, Urbanna and Peninsula Railway Company shall fail to complete the said railroad and have the same in operation to and across the Chickahominy River, through the county of Hanover, and to and across the Pamunkey River, within two years after the approval of this ordinance, then and in that event, the Council of the city of Richmond shall have the right to repeal this ordinance, and in the event of such repeal the said sale, transfer and assignment hereby conditionally consented to by the Council of the city of Richmond shall be void and of no effect, and the said Richmond, Urbanna and Peninsula Railway Company shall thereupon surrender to the Virginia Railway and Power Company, its successors or assigns, and the said Virginia Passenger and Power Company, its successors and assigns, shall thereupon reassume and resume the full and absolute ownership, operation and control of the said Seven Pines line, subject to all the terms and provisions of the ordinance, approved December 23, 1899, granting the franchise to the Richmond Passenger and Power Company, and subject, especially, to the duties and obligations in relation to the rate of fare upon, and to the transfer rights of passengers to and from the said Seven Pines line, and the same shall exist at the time of such transfer, sale and assignment, all of which said terms, provisions, duties and obligations shall thereupon be of the same force and effect and as binding upon the said Virginia Railway and Power Company, its successors and assigns, from and after the date of any such repeal of this ordinance, as if this ordinance had never been adopted; provided, however, that no provisions of this ordinance shall become effective unless and until the said Richmond, Urbanna and Peninsula Railway Company shall, within thirty days after the approval hereof, file with the Auditor of the city of Richmond a bond payable to the city of Richmond as liquidated damages in a penalty of fifty thousand dollars and with surety approved by the City Attorney, to be held by said Auditor, and to be conditioned as follows, to-wit:

(1) That the said Richmond, Urbanna and Peninsula Railway Company shall, within ninety days after the approval of this ordinance, file with the clerk of the Council of the city of Richmond, the agreement between the said Richmond, Urbanna and Peninsula Railway Company and the Virginia Railway and Power Company, and the acceptance of the provisions of this ordinance by both of said companies, as set forth in section 8-A hereof;

(2) That the said Richmond, Urbanna and Peninsula Railway Company shall begin the work of surveying the proposed railroad from Richmond to

Urbanna within ninety days after the approval of this ordinance, and shall begin the work of construction of the said railroad within nine months after such approval, and shall continue the said work of construction to the reasonable satisfaction of the City Engineer, and shall complete the said railroad and have the same in operation to and across the Pamunkey River, through the county of Hanover, and to and across the Pamunkey River, within two years after the approval of this ordinance, and shall continue the said work of construction of the said railroad within ninety days after the approval of this ordinance, and shall begin the work of surveying the proposed railroad from Richmond to

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